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## RAILROADS IMPROVE FREIGHT HANDLING

PREPARE TO TRANSPORT HARVEST -- Kommunist, No 126, 31 May 49

Railroad workers of the Yerevan division of the Transcaucasus Railroad System are preparing to transport the 1949 harvest. Twelve railroad station points have been set up to receive the crops. A large number of box cars have been repaired by the Yerevan Railroad Car-Repair Shop and are to be used to transport the harvest. "Zagotzerno" workers have pledged to accelerate freight handling 10 percent.

COAL-LOADING PLAN FEATURES NIGHT OPERATIONS -- Gudok, No 68, 8 Jun 49

The Antratsit and Karakhash stations of the North Donets Railroad System have worked out a combined loading plan which provides for not less than 50 percent of the daily car loading to be done at night. The stations serve the "Bokovoantratsit" Coal Trust. Since the first of June, when the plan was initiated, delay of cars has been cut by 8 hours and the volume of coal loaded per day has increased by almost 700 tons.

COMPETITION IMPROVES DONBASS COAL TRANSPORT -- Pravda Ukrainy, No 122,  
26 May 49

In January, on the initiative of the workers of the Chumakovo Coal-Loading Station, the Loading and Transport Administration of the Budanovugol' Coal Trust, and the transport shop of the Chumakovo Concentrating Plant, a competition was launched between the South-Donets Railroad workers and the workers of the spurs to the coal, metallurgical, and coke and chemical enterprises of Stalinsk Oblast. This has led to the introduction of many time- and labor-saving methods.

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At the Mandrykino Station, a new method of forming trains has been of great aid to the operation of that station and the "Stalinugol" Trust spur. The formation of each group of cars has been speeded up 5 minutes, allowing the loading of 175 additional coal cars per year. Another method of high-speed preparation of empty cars traveling on the trust's spur, brought a saving of 10 minutes for each switch. By speeding up the turnover of rolling stock, the station can increase coal loading by more than 350 cars. All these improvements were developed by a Stakhanovite council established at the Mandrykino Station.

Stakhanovite councils patterned after the Mandryko Station council were formed at the Chumakovo and Rutschenkovo stations, on the Ilovaysk section of the railroad, at the Slavyansk Locomotive Depot, and at many other enterprises. Workers at the Slavyansk Depot have striven to increase the average daily run of locomotives on the consolidated round-trip schedule. One worker speeded up the turnover of locomotives 8 hours and 18 minutes above plan, increasing by 100 percent the planned average run.

This competition has borne fruit. In January, only Kraanoarmeyk and Slavyansk of the four coal loading sections fulfilled their loading plan, but since then, all sections have greatly improved their work.

#### **FREIGHT-HANDLING TASKS OUTLINED -- Gudok, No 68, 8 Jun 49**

Gundobin, head of Main Traffic Administration, declared at a meeting of railroad traffic workers and freight workers that in order to fulfill obligations to the State, it will be necessary during the third quarter of 1949 to reach the level of freight handling set for 1950. If the time between carloadings was cut by one day for each car, the total daily carloadings would increase by 13,000, and the acceleration of freight delivery would free about 2 billion rubles of working capital.

To complete the new mean progressive norm for car turnover, it will be necessary to reduce the delay in loading and unloading operations in stations by 19 percent against 1948, raise the average speed including stops by 8 percent, and reduce the average demurrage of rolling stock in each industrial station by 6 percent. A shortening of empty runs by one percent would increase daily carloadings by 500 cars. The introduction of smooth operations in all freight and sorting stations would increase average daily carloading by 7,000 cars.

#### **TWO-WAY TRAIN FORMING PROVES EFFECTIVE -- Gudok, No 69, 10 Jun 49**

The Vishnedneprovsk-uzel Station was the first station having a hump to introduce two-way forming, that is, combination making and breaking of trains which eliminates breaking as an independent operation. The system was introduced 3 months ago.

It has been found that introduction of two-way forming has raised the actual operating capacity of the station by 25 percent. The station can form 240 to 270 trains more and can break 200 to 220 trains more per month than formerly. In comparison with September 1948, in April 1949 the station formed 278 trains more and broke 306 trains more, realizing a net saving of 327,000 rubles.

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**MOSCOW SORTING STATION EFFICIENT** -- Sovetskaya Moldaviya, No 106, 29 May 49

Since the first of the year the Moscow Marshalling Yard Locomotive Depot has handled 202 heavy trains, saved 1,200 tons of fuel, and achieved profits of 745,000 rubles.

**Vechnyaya Moskva, No 132, 4 Jun 49**

The Moscow Marshalling Yard Depot of the Moscow-Ryazan' Railroad System exceeded the May plan in all respects. Engineers of the depot have started running freight trains at express speeds.

**SERGACH DEPOT IMPROVES OPERATIONS** -- Gudok, No 69, 10 Jun 49

Since the middle of May, the Sergach Depot of the Kazan' Railroad System has improved locomotive operations considerably. The norm for average daily distance travelled has been exceeded by 10 kilometers per locomotive, turnover of locomotives has been accelerated by one hour, and the average speed excluding stops has been raised by 1.8 kilometers. In the past 20 days, the depot has handled 268 heavily laden trains and has hauled 47,000 tons of freight above the norm.

**KRASNOARMEYSKOYE DEPOT ACHIEVES SAVINGS** -- Gudok, No 69, 10 Jun 49

In the past 4 months, the Krasnoarmeyskoye Locomotive Depot of the South Donets Railroad System has saved 2,210,000 rubles. More than 700,000 rubles of this sum was the result of fuel savings, and 300,000 rubles savings resulted from lengthening runs between overhauls.

**LOCOMOTIVE TRAVELS MILLION KILOMETERS WITHOUT CAPITAL REPAIR** -- Leninskoye Znanya, No 105, 29 May 49

A locomotive operating out of the Alma-Ata Depot recently completed a run of one million kilometers without capital repair.

**ROSSOSH' LOCOMOTIVE PARK CUT** -- Gudok, No 68, 8 Jun 49

Due to the general improvement in operations out of the Rossosh' Depot of the Southeastern Railroad System during the past week, the locomotive park of the depot has been reduced by 15 locomotives. Daily savings now amount to 34,870 rubles.

**L'VOV RAILROAD ACHIEVES SAVINGS** -- Krasnaya Zvezda, No 135, 10 Jun 49

Since the first of the year, the L'vov Railroad System has saved 7 million rubles by conserving fuel and reducing the volume and cost of minor locomotive repairs.

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